

Westlake Avenue North Corridor Workgroup

March 14, 2007

6:00 - 8:00 pm

South Lake Union Armory, 860 Terry Avenue N., Room 127-C

Meeting 6 Summary

Members Present Phil Bannon
 Ann Bassetti
 Jim Codling
 Robert Gerrish
 Lynne Reister
 Don Stonehill
 Cameron Strong
 Bill Wehrenberg
 Bill Wiginton

Members Absent: Tim Hesterberg
 Lloyd Shugart
 Stan Waldrop
 Tim Zamberlin

SDOT Attendees: Marty Curry (consultant)
 Bill Timmer (consultant)
 Mike Estey
 Sue Partridge

1. Data Update

Bill Timmer presented the results of the data collected from questionnaires received since the last meeting. The majority of the changes were in Zone G, which was not fully represented in the original round of surveys (attachment 1). Data continue to illustrate a significant discrepancy between parking supply and demand.

2. Sub-Group Reports and General Discussion

The three groups each gave progress reports on their findings and work to date. The zone K,L,M,P team presented a final draft of their recommendations, which included a potential phased approach to increasing levels of parking management depending on certain triggers (attachment 2). The zone G, HIJ, O, N and the zone ABC, DEF teams were still working on organization and data collection and were only able to present rough ideas of what their recommendations will include. The general discussion revolved around the new data results, the overlapping of issues throughout the corridor, particularly in middle and southern zones, and possibilities for parking management.

3. Schedule and Structure for Finalizing Workgroup Recommendations

Workgroup members discussed the upcoming schedule for completing the recommendation. A meeting with the City Traffic Engineer was tentatively scheduled for March 26th or 28th. The Workgroup members requested to postpone the meeting until after April 9th to give them more time to meet together and prepare their joint

recommendations, and to accommodate a couple of members who will be out of town the preceding week.

Marty Curry recommended to the group that they should start prioritizing the users of the corridor—residents, employees, marina users—while deliberating on the methods of parking management that would be appropriate to the various zones. Mike Estey reiterated that any proposed parking management schemes must be effective, legal and feasible.

Attachments:

1. Current Data
2. Zone K,L,M,P draft proposal

(note: The attachments are transmitted in powerpoint format; if you are unable to open them, they will be published as .pdf files on the SDOT web site:

http://www.seattle.gov/transportation/parking/paystation_westlake.htm

Proposals for Westlake Avenue North Parking Zones K, L, M and P

Phil Bannon, Bill Wiginton, Ann Bassetti
14 March 2007

Phase A

- Initially, make no changes; continue with *status quo*
- Monitor what happens due to changes further south.
- This approach enables us to determine new plans based on facts and data, rather than supposition.
- If / when a 'trigger' occurs, then proceed with Phase B and, if needed, Phase C, as described subsequently
- Likely trigger:
 - People can't find adequate parking, and complain to the city.
 - *<anything else?>*

Phase B

IF there are complaints after implementing Phase A, then:

- Evaluate data on the current situation.
- Make plans based on new facts and data.
- Consider the following possibilities...

Phase B: Residential parking

- Provide residential stickers for all residents, which includes floating homes, apartments, houseboats and boat liveaboards
- IF residential parking is an issue at night, designate residential-only zone(s) in appropriate areas, as needed, perhaps by time.
- Consider designating one side of parking lot as residential only, between signs.

Phase B: Residential parking questions

- **How to handle part-time residents?** (We have ~30 in this area. Note this is a common occurrence in marinas.)

Recommendation: Give them residential stickers (They are only here part time anyway.)

- **How to handle out-of-state part-time residents?** Problem is that the code indicates residential stickers are only for WA state residents. (We know of at least 1 boat liveaboard, whose owners live in Eugene, OR, and come here for ~1 week every 6 weeks or so, and think there are others as well.)

Recommendation: Figure out a way to give them residential sticker (maybe held by the marina?)

Phase B: Commercial parking

- Establish 2-hour parking zone (not paid, but enforced), along all of east side of parking lot from Diamond Marina (at north) to McGraw Street
- Allow parking with no restrictions along all of west side of parking lot.

Explanations:

- These zones have mixed commercial and residential usage:
 - Some people need to arrive and stay all day.
 - Others need to come and go.
 - Some businesses have customers who arrive and leave.

Phase B: Commercial parking, cont.

Explanations, cont.

- Having only one side of the street time-limited enables:
 - easier signage
 - turn over for those who don't need to stay long
 - some open spaces
- Enforced time limit -- but no fees -- controls parking usage without penalty to local businesses.
- Having one side of the parking lot not time-limited enables commercial employees who need to arrive and stay all day fulfill that need without penalty. Presumably because they arrive early in day they are more likely to be able to find a place.

Phase C

IF there are complaints after implementing Phase B, then:

- Evaluate data on the current situation.
- Make plans based on new facts and data.
- Consider the following possibilities...

Phase C: Paid parking

- Establish paid parking in (only) 15% of the spots.

Explanation:

- If only 15% of the parking spots require fees, people will park first in the non-paid spots. But, if nothing else is available, they will be willing to park in a paid spot.
- If only a small percentage of parking slips are paid, the wide variety of parking needs will be accommodated with the least financial impact to this fragile community.

Phase C: Paid parking

This recommendation is consistent with SDOT assertions:

- The goal of managed parking is to have 15% vacancy, which enables drivers to find a parking spot relatively quickly.
- The goal of paid parking is not to generate revenue for the City.
- Parking usage can be influenced via parking fees. We presume the fees would be adjusted on the 15% paid spots such that there would be adequate turn-over, hence accomplishing the vacancy goals.

General issues to be considered and resolved

- Dumpster locations should be evaluated along the entire parking lot.
- Once dumpster locations are determined, we recommend the City mark and enforce those locations.
- Considerations are:
 - consolidation in order to minimize impacts on parking
 - that recycling and garbage workers are not inconvenienced
 - that dumpsters not block visibility at entrances and exits
 - esthetics
- Parking spots on either side of Westlake exit / entrances should be marked in some way to improve visibility. For instance, small tire barriers might be installed, so that trucks and cars cannot back too far back.

General issues to be considered and resolved, cont.

- Evaluate currently designated handicapped spots. We believe, for instance, that the one currently designated for Dave LeClerc is no longer needed, since he moved away.

Westlake Avenue North

Survey Data Results & Parking Management Considerations by Zone

SDOT Problem Statement

(presented January 8, 2007)

Westlake Avenue North corridor parking demand, diversity and competition exceeds ability of current parking controls to meet user needs and City goals.

The current combination of area parking occupancy rates and parking controls limit access for area businesses, residents and recreational users.

Westlake Avenue North

Parking Survey Results

- 126 surveys returned as of 2-21-07
- Survey data sheet summarizes requested vehicle parking during peak occupancy
- Peak occupancy is defined as between
10 am – 2 pm
- Results do not capture all visitors to the Westlake area (recreational, transit riders, car pools, event specific, etc.)

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Parking Mgt. Tool Definitions

- Residential Parking Zone (RPZ): a designated number of spaces that can be used for parking when the vehicle displays a valid RPZ permit or guest permit. The designated spaces may also be shared with “paid “ parking vehicles if signed for this use. The RPZ permit is still subject to the 72-hour rule.
- Commercial loading zone: Typically provides 30 minutes to load/unload with proper permit display.
- Passenger loading zone: Typically provides 3 minutes of free parking for passenger load/unload.

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Parking Mgt. Tool Definitions

- Pay-and-display and pay-by-space parking: Two forms of paid parking control equipment.
- Paid parking: Typically from 8 AM – 6 PM, Monday through Saturday
- Short-term paid parking: The ability to purchase from 1-10 hours of parking.
- Long-term paid parking: The ability to purchase from 1-? days of parking.

Westlake Avenue North Overall Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	709	177	886
Employees	852	384	1236
Floating Home Res. & Guests	176	0	176
Live-aboards	141	0	141
West-side Res. & Guests	0	41	41
Potential Moorage Users	661	0	661
Total	2539	602	3141

Parking Zone Data

Net Space Availability for Right-of-Way

(from January 8, 2007)

Zone	Total Spaces	Load Zones	Accessible Reserved	Other	Net for Parking
ABC	169	0	2	0	167
DEF	238	0	8	2	228
GHN	249	5	10	6	228
IJO	220	2	4	6	208
KL	190	0	1	12	177
M	189	0	3	5	181
P	~55	0	0	~5	~50
Total	1310	7	28	36	1259

Westlake Avenue North

Space Availability/Demand Summary

Zone	Net for Parking	Net for Parking w/ 15% Vacancy	Survey Space Requests	2005 Peak Occp'y Count
ABC	167	142	293	164-167
DEF	228	194	787	223-228
GHN	228	194	707	223-228
IJO	208	177	495	187-196
KL	177	150	293	124
M	181	154	481	100
P	~50	43	85	Not measured
Total	1259	1054	3141	

Westlake Avenue North Zone ABC Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	150	75	225
Employees	10	58	68
Floating Home Res. & Guests	0	0	0
Live-aboards	0	0	0
West-side Res. & Guests	0	0	0
Potential Moorage Users	0	0	0
Total	160	133	293

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Zone ABC Parking Management Considerations

Observed use:

- Primarily used by customers & employees

Parking mgt. tools to consider:

- Consider all-day (10 hr) pay-and-display control

Westlake Avenue North

Zone ABC

Westlake Avenue North Zone DE Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	320	0	320
Employees	187	24	211
Floating Home Res. & Guests	0	0	0
Live-aboards	20	0	20
West-side Res. & Guests	0	0	0
Potential Moorage Users	81	0	81
Total	608	24	632

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Zone DE Parking Management Considerations

Observed use:

- Primarily used by customers & employees
- Live-aboard parking request
- Boat moorage user requirement

Parking mgt. tools to consider:

- Provide RPZ Permit parking
- Review location of marina load/unload spaces
- Consider all-day (10 hr) pay-and-display control
- Direct long-term (multiple day) parking to off-street or Zone IJO

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Zone DE

Westlake Avenue North Zone F Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	10	60	70
Employees	16	65	81
Floating Home Res. & Guests	0	0	0
Live-aboards	0	0	0
West-side Res. & Guests	0	0	0
Potential Moorage Users	4	0	4
Total	30	125	155

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Zone F Parking Management Considerations

Observed use:

- Primarily used by customers & employees
- Small moorage use

Parking mgt. tools to consider:

- Consider all-day (10 hr) pay-and-display control

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Zone F

Westlake Avenue North Zone G Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	42	39	81
Employees	285	207	492
Floating Home Res. & Guests	2	0	2
Live-aboards	34	0	34
West-side Res. & Guests	0	2	2
Potential Moorage Users	96	0	96
Total	459	248	707

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Zone G Parking Management Considerations

Observed use:

- Primarily used by customers & employees
- Live-aboard and small residential parking requirement
- Boat moorage user requirement

Parking mgt. tools to consider:

- Direct RPZ Permit parking to Zone H and IOJ
- Direct multi-day parking to Zone IOJ
- Consider all-day (10 hr) pay-and-display control

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Zone G

Westlake Avenue North Zone IJO Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	84	1	85
Employees	153	4	157
Floating Home Res. & Guests	3	0	3
Live-aboards	37	0	37
West-side Res. & Guests	0	35	35
Potential Moorage Users	178	0	178
Total	455	40	495

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Zone IJO Parking Management Considerations

Observed use:

- Large number of potential moorage users
- Large concentration of live-aboards
- Moderate customer & employee parking requirement
- West-side residential parking requests

Parking mgt. tools to consider:

- Provide RPZ Permit parking
- Review location of marina load/unload spaces
- Consider mix of pay-and-display (10 hr) and pay-by-space (multiple day) parking management

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Zone IJO

Westlake Avenue North Zone K Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	11	0	11
Employees	31	0	31
Floating Home Res. & Guests	132	0	132
Live-aboards	11	0	11
West-side Res. & Guests	0	0	0
Potential Moorage Users	78	0	78
Total	263	0	263

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Zone K Parking Management Considerations

Observed use:

- Primarily used by customers & employees
- Small moorage user parking requirement

Parking mgt. tools to consider:

- Consider all-day (10 hr) pay-and-display control
- Direct longer-term (multiple day) moorage parking to Zone L

Westlake Avenue North

Zone K

Westlake Avenue North Zone L Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	7	0	7
Employees	15	0	15
Floating Home Res. & Guests	116	0	116
Live-aboards	0	0	0
West-side Res. & Guests	0	0	0
Potential Moorage Users	40	0	40
Total	178	0	178

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Zone L Parking Management Considerations

Observed use:

- Large floating home and live-aboard concentration
- Moderate moorage user parking needs

Parking mgt. tools to consider:

- Provide RPZ Permit parking
- Review location of marina load/unload spaces
- Use pay-by-space (multiple days) parking management control
- Direct shorter-term (less than 10 hrs) parking requirements to Zones K & M

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Zone L

Westlake Avenue North Zone M Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	72	2	74
Employees	96	26	122
Floating Home Res. & Guests	30	0	30
Live-aboards	37	0	37
West-side Res. & Guests	0	4	4
Potential Moorage Users	214	0	214
Total	449	32	481

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Zone M Parking Management Considerations

Observed use:

- Requirement for live-aboard and floating home parking
- Potential moorage user parking similar to customer/employees requirements
- Customers and employee parking represents about 40% of demand

Parking mgt. tools to consider:

- Provide RPZ Permit parking
- Review location of marina load/unload spaces
- Consider all-day (10 hr) pay-and-display control
- Direct long-term (multiple day) parking to Zone L

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Zone M

Westlake Avenue North Zone P Parking Survey Results

Requested User Vehicles	East-side	West-side	Total
Customers	12	0	12
Employees	54	0	54
Floating Home Res. & Guests	9	0	9
Live-aboards	2	0	2
West-side Res. & Guests	0	0	0
Potential Moorage Users	8	0	8
Total	85	0	85

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Zone P Parking Management Considerations

Observed use:

- Primarily used by customers & employees
- Live-aboard parking request
- Boat moorage user requirement

Parking mgt. tools to consider:

- Provide RPZ Permit parking
- Review location of marina load/unload spaces
- Consider all-day (10 hr) pay-and-display control
- Direct long-term (multiple day) parking to Zone L

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Zone P

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- Discussion.....